EUROPE.

The Inman steamship City of Baltimore, Captain Roakell, from Liverpool May 27, via Queenstown the 28th, arrived at this port yesterday. She brings details of our cable telegrams up to date of sailing. The King of Prussia intends to restrict his journey

to Hanover, Bremen and Oldenburg. It is rumored that the Minister of Finance has tendered his resig

In consequence of the continuation of Monsignor Taibot's illness, his post in the Pope's bouseb has been given to a Keapohtan prelate, Monsignor

The appouncement relative to the offer of the crown to Prince Caryulto, brother to the reigning King of Portugal, and of his proposed marriage with the second daughter of the Duke of Montpenmer, gains consistency.

There is no truth whatever in the statement that

the Russian government intends to code Samarcand to the Emir; Samarcand is to become one of the largest depots of Russia in Central Asia.

stapha Fazil Pacha, brother to the Vicercy of Baypt, arrived at Vienna about the 25th ultimo, on route for Switzerland, where he is to spend the

The reception by the King of Duke Charles of Blucksburg, his bother, and formerly the chief of the Schieswig-Holstein party, has caused much dis-pleasure among the Dancs. One of the journals published at Copennagen says:—"His Majesty Christian 1X. ought to remember that he is King and bound to represent the feelings of the Danish na-

An International Horticultural show was opened on the 17th als. in St. Petersburg with great pomp and ceremony.

ENGLAND.

The Letter of Messrs. Laird on the Building

of the Alabama. The following letter was published in the English papers of the 27th ult., an extract from which was published in the Herald of the day following:—

published in the Herald of the day following:—

We have hitherto retrained from answering any of
the attacks made upon us, as builders of the Alabama, not wishing to prejudice in any way the negotiations eatered into between the government of
this country and the United States, which, if they
had been concluded in a satisfactory manner,
would, probably, have led to an inquiry into all the
direumstances connected with the building of ships
and supply of war materials by various parties to
Northern and Southern beliggeness during the
American war, and thereby have given us an opportunity of explaining the part we took in building
and delivering the Alabama in this port.

The Johnson-Clarendon convention having been
rejected by the United States, we think the time has
some to remove the erroneous impressions that
have prevailed on this subject, as it cannot be to the
advantage of the country that unfounded statements as to this one transaction should remain uncontradicted and be used adversely to this country,
while the larger question of the assistance in mayal,
military and other supplies rendered to the South

while the larger question of the assistance in naval, military and other supplies rendered to the North as well as the South, during the war, should be

military and other supplies rendered to the North as well as the South, during the war, should be hushed up.

The allegations made, and so often repeated that the bushed up.

The allegations made, and so often repeated that the people believe them, are—that we not only built, but armed, manned and equipped the Alabama, to cruise against the Northern States, and therefore committed an illegal act; and that to induce us to enter into such arrangements we were paid an extravagant price for the ship and machinery. We shall, therefore, proceed to show that these statements are unlounded, and that the contract to build the Alabama was entered into by us in the usual course of our business, as a mere commercial transaction, and at a price inderest for a vessel of her class, the firm which we now represent having for upwards of thirty years been in the habit of building vessels of war for our own government, for foreign governments.

The Alabama was built in our works, where about 2,600 men were at that time employed, without any secrecy, and during her building was constantly inspected by visitors from various parts of the world, and by the offlowing report from Mr. Morgan, Surveyor of her Majesty's Customs, in Surveyor of her Majesty's Customs, Liverpool, dated June 29, 1802;—"The officers have at all times free access to the building pards of the Messra, Laird at Birkenhead, where the said vessel is now lying, and there has been no attempt on the part of her buildiers to disguise, what is most apparent to all, that she is intended for a ship of war." (Alabama Papers, 24th March, 1831.) When ready she was anuched and taken into our graving dock to have her machinery put on board and be masted and rigged.

On the 12th of June this work was so far advanced that the vessel was taken for a trial trip outside the content of the surveyor of the strenged.

On the 12th of June this work was so far advanced that the vessel was taken for a trial trip outside the port, and all being found satisfactory was brought back to our graving dock to be completed.

On the 12th of July, more than a fortnight before she left the Mersey, she was moved from our works and place to which all parties had it cole, and the she was the property of the purchaser with coals and provide the she was the purchaser with coals and providence for her voyage. There was no haste or secrecy observed in any of these operations, and had there been anything illegal in the build or the flting of the ship there was ample time and opportunity for the government then to have seized her. They did not do so, shough they were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of July by their off deep were informed on the 21st of March, 1683, alludes to this as follows:—"But I was the House to understand that in those deep-which taken by 1stelf, could not form the basis of any action. Of the ist depositions transmitted on the 22st of July, only one was good for anything at all—"VIL", the evidence of a person named Passagore, which was sufficient to prove the material facts. Two more were sent, corrolled to the passage of

Alabama had left Liverpool:—

OPINIONS OF NR. MELLISH, SIR RUGH CAIRNS AND MR. KENPLAY AS TO THE LEGALITY OF SUILDING THE ALBAMA.

I am of opinion that Mesers. Latro Bade right to build the ship, which has since been called the Alabama, in the manner they did, and that they have committed no offence against either the common law or the Foreign Enlistment act, with reference to that ship. I am of opinion that the simple building of a ship, even although the skip be of a kind apparently adapted for warlike purposes, and delivering such ship to a purchaser in an English port, even although the purchaser is suspected or known to be the agent of a foreign belief the suspected of known to be the agent of a foreign belief of the building the suppose. The Alabama is the supposing of the vessel for warlike purposes. The Alabama,

indeed, appears to me to have been equipped at the Azores, and not in England at all.

GEORGE MELLISH.

NO. 5 HARGOURT BUILDINGS, Feb. c, 1833.
We entirely concur in the opinions given by Mr. Mellish on the statements laid before him, and our opinion would not be altered if the fact were that Mears. Laird Brothers knew they were building the Alabama for an agent of the Confederate government.

APRIL 17, 1883.

JAMES KEMPLAY.

APER II, 1953. JAMES KEMPLAY.
We also give the opinion of Chief Baron Pollock,
on the trial of the Alexandra, June, 1863:—"Many
allusions in the course of this case had been made
to the Alabama, but he held that as that vessel left
Liverpool unarmed, and as a simple ship, she committed no unlawful act, and we had nothing to do
with the fact that at a subsequent period she was
armed and converted into a vessel of war at Terceira."

armed and converses into a labama left the Mersey ceira. "
We have stated that the Alabama left the Mersey an unarmed ship, and was not fitted or furnished as a man-of-war. This is confirmed by the following extracts from the letters and speeches of Lord Clar endon and Sir Roundell Palmer, the Solickor Gene

LORD CLARENDON'S LETTER TO ME, ADAMS, DECEMBER 2, 1865, QUOTED BY BARL RUSSELL, IN HIS SPEECH, MARCH-57, 1865.

It is, nevertheless, my duty, in closing this correspondence, to observe that no armed vessel departed during the war from a British port to cruise against the commerce of the United States.

ARROW. 79, 1882.

Il is, nevertheics, my duty, in closing this correspondence, to observe that no armed vessel departed during the war from a british port to cruise against the commerce of the United SOLICITOR GENERAL'S (SIR BOUNDELL PALIEN'S) SPEECH 18. THE HOUSE OF COMMONS, MARCH 27, 1882.

It was not till the Alabama reached the Across that she received her stores, her captain or her papers, and that she hoisted the Confederace flag. It is not true that she departed from the shores of this country as a ship armed for war.

Lord Palmerston also, in the debate of March 27, 1863, makes the following statement:—"I have myself great donbts whether, if we had selzed the Alabama, we should not have been liable to considerable damages. It is generally known that she salied from this country unarmed and not properly fitted out for war, and that she received her armament, equipment and crew in a foreign port. Therefore, whatever suspicions we may have had—and they were well fourfied, as it afterwards turned out—as to the intended destination of the vessel, her condition at that time would not have justified a sezure." (Speech, March 27, 1883.) And the views he then expressed were proved to be cofrect by the result of the trial in the Alexandra case, which vessel was released after the decision of the House of Lords, and \$4.700 damages and costs paid by the government to the owners. See memorandum attached to Earl Russell's letter to Mr. Adam, dated November 3, 1865.—"The trial ended in the discharge of the vessel, and, the costs and damages having been compromised for £3,700, she was delivered to the owners. She was tone the question of the price paid for the Alabama and her machinery.—The price we received for conservating lie hull, mass, rigging, sais, anchors, cables and general mercantile outling of the Alabama and her machinery.—The price we received for constructing the relations between this country and America. The opinions of the eminent statemen and lawyers we have quoted show the building of the Alabama to

and had there been the same feeling on the subject in 18d1, the Alabama would not have been built by us.

We have given these facts and quoted these opinions as to the building of the Alabama to clear that transaction from the erroneous statements with which it has been surrounded. It cannot be to the interest of this country to allow public opinion to turn on imperfect information, and as the Johnson-Clarendon treaty has been rejected, an inquiry instituted by a royal commission, or a committee of the House of Commons, into the support given to the North and South during the war, in reference to ships, warlike stores, guns, ammunition, armor plates and the enlistment of men to serve for either of the belligerents, would tend to place all the matters in dispute clearly before the British Parliament and people, and enable them to approach any further negotiations with the United States on a more satisfactory basis than they have hitherto done. Should a general inquiry of tails kind be decided on we shall be glad to give any information and assistance in our power.

It is constantly asserted in America, and by many persons in this country, that Mr. J. Laird, member of Parliament for Birkenhead, was the builder of the Alabama. This is not the case, as Mr. Laird, interest in our firm ceased before the Alabama was built and some time before his election to serve in Parliament; but we may add that Mr. Laird knew we were building this ship and for whom we were building the ship and for whom we were building her.

We must apologize for the length of this letter, but hope that the importance of the subject will justify our requesting its insertion.

We are, respectfully, your obedient servants.

BIRRENHEAD IRON WORKS,

BIRRENHEAD IRON WORKS,

BIRRENHEAD, 25th May, 1860.

BIRKENHEAD IRON WORKS, BIRKENHEAD, 25th May, 1860.

Frightful Colliery Explosion in Monmouth-

Prightful Colliery Explosion in Monmouthshire—Seven Persons Killed.

[From the London Star, May 27.]
On Tuesday night a fearful explosion of fire damp took place in the upper pit belonging to the Ebbw Vale Company, by which seven persons lost their lives. So far as can be ascertained it appears that three men were working in a heading some distance higher up in the pit above the deceased, and noticed a quantity of sulphur in the air. They at once made their escape, and directly after an explosion was heard by a man named Charles George, and he went to the spot, but the gas was too powerful for him. The two horses which were with the three men were killed, but the latter escaped uninjured. At twelve o'clock at night search was made for the men in the lower vein, and at three o'clock yesterday morning six of the bodies were discovered. All except the body of Gooke were frightfully burned and disfigured. It was then discovered that Anniah Williams was not at home, and another search was made. His body was shortly afterwards found, but so frightfully disfigured that scarcely the trace of a feature could be discerned. The pit is situated at Cwmmantdda, about two miles from Pontypool, and had the explosion taken place in the day upwards of fifty lives would have been sacrificed. Cooke, Davies and David Rees are married men and leave their families unprovided for. There is no knowing how the accident happened, all the poor fellows who could give any information having lost their lives.

FRANCE.

Result of the General Elections.

PARIS.
First Circumscription, Gambetta (rad. op.), 8,051 majority. Second Circumscription, re-election be-tween Thiers (Parl. op.) and Devinck (off.). Third Circumscription, Bancel (rad. op.), 9,573 majority.
Pourth Circumscription, Ernest Picard (dem. op.), 16,052 majority. Fifth Circumscription, re-election between Raspail (rad. op.) and Garnier Pages (dem.

16,052 majority. Fifth Circumscription, re-election between Raspail (rad. op.) and Garnier Pages (dem. op.). Sixth Circumscription, re-election between Jules Ferry (dem. op.) and A. Cochin (off.). Seventh Circumscription, re-election between Jules Ferry (dem. op.) and Henri Rochefort (rad.). Eighth Circumscription, Jules Simon (op.). 21,099 majority. Ninth Circumscription, Eugene Pelletan (op.), 13,594 majority. The above figures denote the actual majority of the candidates.

The total number of votes polied in Paris was 295,875, being 66,117 for the official candidates and 229,785 for the opposition. In 1852 the figures were respectively 132,005 and 86,101; in 1857, 111,018 and 101,207, and in 1863, 83,500 and 140,405.

Considerable excitement was created in the district of the Batignolies, Paris, on the evening of Sunday, the 23d ult., by reason of a visit made by M. Thiers, accompanied by some friends, after midnight, to inspect the ballot urns, which were deposited at the Mayor's office under a guard. He examined the seals very carefully, and when convinced that they had not been tampered with, withdrew, it is supposed that his suspicions were awakened by learning that an unusual movement had been noticed among the officials during the evening.

The Departments, the elections have resulted generally in rayor of the folicial candidates, and although the complete returns had not been received up to the date of our mail, the issue clearly defines that there are only two prominent parties—the revolutionists and the government. All other denominations figure so low that they not worthy of notice. Owing to the close contests, re-elections will have to come off in the following important districts:—Ardeche, Bouches-du-Rhône, Cantal, Cher, Doubs, Eure, Eure-et-Loire, Gard, Gironde, Héraut, Indre-et-Loire, Loire, Loire, Kord, Rhône, Seine et Inferieure, Vaucluse, Vendee and Yonne.

THE PIONEER ENGINEMAN OF THE PACIFIC ROAD.

SAN FRANCISCO, Cal., May 29, 1860. At the laying of the "last rail" which connected the Central Pacific and Union Pacific Railroads, the first locomotive that crossed was the beautiful Schenectady engine Jupiter, of the Central Pacific Railroad. It was driven by engineer George E. Booth, of Seymour, Conn. It was most beautifully and tastily trimmed with flags, evergreens and 'red, white and blue' ribbons. Mr. Booth is decidedly the pioneer engineman of the Pacific road, and is a thorough gentleman.

DERBY DAY IN ENGLAND.

LONDON, May 27, 1869.

FROM OUR LONDON CORRESPONDENT.

THE COCENEYS AND THEIR CENSIVAL.

There were some people on the hill and stand at
Epsom yesterday who ventured to assert that the
attendance was less than usual, and some others
who had survived the perils of the road held that the patrons of that mode of getting to the Downs were falling off year by year. The former opinion I stoutly combat; to the latter, with some misgivings, I am disposed to give in my adherence. I don't think i upland, which is almost as famous in the history of England as battle fields of another kind. As to the road. I do believe that it is hardly so popular as it was in the days of my youth, when people as it was in the days of my youth, when people turned up their noses at the very idea of the rail. There are classes who even yet, when you can be landed within five minutes' walk of the race course for something like half a dollar, would think it a ration of the Derby day to travel over the iron instead of the macadamized high road—the "swe'ls, o-wit, who go down in the family carriages, or the arisaccratic drags; the young city men who cannot refrain from a contemplation of humanity from the knife board of an omnibus, and the humble east-enders in their family coaches, the unassuming barrows and trucks drawn by the faithful but stub oorn "neddies." However they get over the four teen miles that separate the Downs from London the cockneys will go there on this particular Wednesday of May, and folks who talk of the decline of the turf are either totally blind to the signs of the times or have never been to Epsom. It is, of course, absurd to suppose that any but a small fraction of the visitors are attracted by the love of sport; for I should fancy that a considerable percentage have some difficulty in dis-tinguishing a horse from a jackass. The Londoners amply look on the Derby day as the occasion for an annual wild burst of enjoyment, when they may be allowed to run completely loose, throw aside conventional restraints, as a rule get drunk, indulge in all sorts of extravagances, and after spend ing a lot of money, laying the seeds of chronic dys pepsia, and, curing immediate headache, once more becoming respectable citizens for another 364 days. The British, a French humorist inform s the world, take their pleasures sadly. It may be so; but he either has not seen them on the Derby day or he has observed as intelligently as the illustrious Count Smoritork. Whatever their conduct generally, on that particular occasion they take their pleasur like madmen, or, to put the case more mildly, they

behave like the warm blood Southerns-of Europe not America-at carnival time. THE DERBY AS A NATIONAL EVENT.

Though the Londoners care little for the race but as the excuse for a grand burst of enjoyment, nothing could prove more satisfactorily the intense love of the Englishman for horsefiesh than the interest taken in this, the greatest equine struggle in the world. It is that to which all our racing during the whole year leads up, and as the day approaches for its decision the excitement it arouses can hardly, I should think, be fully appreciated by a foreigner. I should think, be fully appreciated by a foreigner. The sporting community, pure and simple, is a comparatively small fraction of the population; but it is wonderful to observe how their spirit pervades the entire nation. It is more than twelve months since betting commenced on the great event which, after one of the most magnificent contests on record, was won yesterday by Pretender. From that time the interest in the result, as favorite after favorite triumphed or was "bowled over" in the successive races of minor importance, such as the Champagne at Doncaster, the Middle Park Flate and Criterion at Newmarket, the City and Suburton and the Great Metropolitian at Epsom and the Biennial and Two Thousand at Newmarket. For months past the results of these struggles have been eagerly watched and commented on by the public at large; the wonderful market changes they occasioned have been everywhere canvassed, and the sums of money that have been invested on various candidates amount to many hundreds of thousands of pounds. People who would be ashamed even to talk of horse racing at other times are caught deep in the consideration of the prophetic articles of the morning and sporting journals; grave parsons, lawyers with heads stuffed full of cases, merchants who can only tear themselves with an effort from their ledgers, are not ashamed, as the last week of May approaches, to ask their sons and nepnews what they think will win. Polks who do not bet a shilling during the rest of the year now send their sovereigns to the commission agents to back their fancies at any odds they can get. There is not a club, or government office, or mercantic establishment, or workshop in London, perhaps in the whole country, that has not its sweepstakes from half a crown upwards. In defiance of the police betting is carried on to a fabalous extent in every public house and hotel. In fact, for months before the race, the sporting fraternity are set all agog with the Derby, and for weeks prior to the great day the general public give th The sporting community, pure and simple, is a

before the race, the sporting fraternity are set all agog with the Derby, and for weeks prior to the great day the general public give the go-by to every other topic of interest.

THE DEPARTURE FROM TOWN.

Deep was the anxiety felt all over London on Thesday night with regard to the weather, which was far from reassuring. Rain felt for hours in torrents, and many looked forward to an attennoon such as those on which Daniel O'Rourke and Macaroni won the race. Epsom is far from being a pleasant place on a wet day, for on those uplands it can rain with a will, and muslins, and white petticoats, and veils, and light dust coats, and summer articles generally look far from comfortable when thoroughly soaked and covered with mud. The morning was not calculated to dispel anxiety: for the coid was such as to give rise to misglivings that we should see the race in a terride snow storm, as we did when Bloomsbury and when Hermit caught the judges' eye. Nothing daunted, however, the sight-seers went off by their respective routes in the devil-may-care humor of the berby day, and well were they rewarded by one of the most glorious afternoons with which we were ever favored on the Surrey Hills.

The Road and DITS HUMORS.

Though, as I have said, the procession to the course was considerably smaller than in past years, few could have discovered the fact until assembling at Spsom. They observed that the gathering of carriages showed a perceptible failing off. At an early hour of the morning the humbler class of vehicles, the donkey carls, the rickety omnibases brought out of nospital for the day, the eggshell-like pony phaetons, all, in fact, that ran the greatest risk of coming to grief were on their way through the pleasant iances that lead from the southwest district of London. As time went on and people began to get feverish as to the chance of seeing the race, the cavalcade swelled in its proportions until it was one unbroken line of conveyances of the most heterogeneous kind, that reached almost from the outskirts of the

up not a particle of dust to mar the enjoyment of the procession.

THE ROUTE BY RAIL.

Very many thousands of honday makers preferred to journey down by one or other of the three lines of rail, and the commotion they caused at the various stages was tremendous. Scores of trains were despatched from each at intervals of ten minutes; but, notwithstanding the crowded state of the rails, they were sent out without stoppage as without accident. It is estimated that upwards of 60,000 people were taken down by the different companies; but there was no incident to which it is necessary to refer.

THE ASPECT OF THE DOWNS.

were taken down by the different companies; but there was no incident to which it is necessary to refer.

THE ASPECT OF THE DOWNS.

As I have already stated, I never before saw so many people gathered together on the Surrey uplands. The stand, which is the largest in the world and towers up to the sky like a Babel, was crowded with all the rank, fashion, wealth and beauty of the empire. The vast enclosure sloping down from it to the course was crowded aimost to suffocation with betting men, backers and loungers, and the great roar that unceasingly rose from it was almost deafening. The scores of stands that stretch along the north side of the track, on either side, were densely filled, and the crowding in the rings attached to some of them was dreafful. Outside all these reserved spots—samission to which ranges from five shillings to as many guineas—the throng was particularly, on either land, unusually great. On the other side of the course was, as is generally the case, a long line of carriages crowded with fashionably dressed ladies both of the beau and the dent-monde, especially the latter, and the hill beyond was occupied by hundreds of vehicles of all descriptions. A thick fringe of spectators surrounded the Derby track from start to finish—about a mile and a haif—and at the famous Tottenham corner, where they sweep down half or the straight run home, thousands were massed.

down his for the straight run home, thousands were massed.

DISTINGUISHED VISITORS.

It had been announced by the chief commissioner of police that their Royal Highnesses the Prince and Princess of Wales would honor the races with their presence, and arrangements had been made to keep the road as clear as possible. They came down from town in an open and unassuming manner in a carriage and four, changing horses at Banstead, and they arrived on the Downs just before two o'clock, when the first race was to be run. Though this was their first appearance in public since their return from the East, there was but little demonstra-

tion of excessive loyalty on the part of the public, and they, were allowed to reach their stand near the judges' box with only a faint cheer. They were ascompanied by the Princess' brother, the Crown Princest Denmark, and other swells whom I have not the honor of knowing. Strange to say, the Epsom management have no royal box in connections with their stand, and as the Prince of Wales was on previous occasions accustomed to take nis place among his nobles and no royal princess had ever before honored the races no provision had been made, for them. They were indebted for their present position to the kindness of Mr. Tod Heatley, who gave up to them his private stand. The Princess, who, as well as her husband, looked remarkably well, was dressed in dark materials, the jacket being black silk, trimmed with gold. I ought to mention, however, that by far the most popular color was blue, which was worn in every variety of make-up. Within a dozen yards from the royal visitors was seated another lineations personage, no less than the Nawab of Bengal, surrounded with a brilliant suite dressed in alikite colors of the rainbow and some others. The two,parties did not seem to be acquainted with each other, and no communications passed between them. The English "blood" disappeared to luncheon for an hour before the Derby and rode off immediately after it was decided. The Orientals stuck to the last and saw the whole proceedings.

THE POINGS IN THE PADDOCS.

As usual the paddock was crowded long before the time fixed for the great race, and the interest of the connoisseurs in the cracks was profound. It is unnecessary to give any details of the appearance of the various candidates; but I may state that Mr. Merry's Belladrum, who has all along been the sensation horse of the year and the idd of the public, looked remarkably well. Sir Joseph Hawley's Pero Gomez, as honest a horse as ever ran, but not a good looking one, showed the perfection of the trainer's art. Lord Strafford's Rupert looked like a great coach horse, but Mr

post:—
The ninetieth Derby Stakes of fifty sovereigns each, h. ft. for three-year-oids; coits, sst. 1010., and filites, sst. 51b. The owner of the second horse received 300 sovereigns and the third 150 sovereigns out of the stakes. One mile and a half. 247 sub-

scribers. Mr. J. Johnstone's br. c. Pretender, by Adven-

seach, it. for three-year-code, coit, for, ton, and control convergent and the threat of year-control control control and the control of the

breadth of a man's hand. The Drummer, hard pressed by Duke of Beaufort, Rupert and Ryshworth, was third, a length behind Pero Gomez. Belladrum was second hast the whole of the way, and Ladas did not tan the post.

DOURLY AS TO THE WINNER.

So close was the finish between the first and second that thousands of people believed that Wells, when he made his effort, had "landed" Pero Gomez first in the ring. Any odds were offered that he had won it, and it was not till the numbers went up that the actual state of affairs was known. I myself turned round to Porter, the tramer of Sir Joseph Hawley's horse, and warmly congratulated him, and he rushed down staffs crying, "By G.—, I've won!" E ven now many will not believe that Judge Clark was right in his decision, and hint that he was "on!" Pretender, as they did when he decided that Macaroni beat Lord Clifden under similar circumstances.

The public were by no means enthusiastic about Pretender, and the cheer that greeted him as Osborne steered him to the weighing room was not at all warm. They could not forgive him for beating their popular idol, Beiladrum, and it was chiefly the Northern foiks—he is trained in the North—that had invested on him. They were, however, radiant about the victory, and I never saall forget the countenance of Mr. Steele, the great bookmaker, who won such a fortune over him for the Two Thousand and did so again, when he ran out to meet the horse, so overpowered with joy that he could hardly speak and looking as if he would almost kiss him. The public, on the other hand, were tearful over the fate of poor Belladrum, who cut such a dreadful figure. It is evident how that this horse, who was one of the finest two year olds ever known, has turned a lifeless "roarer," and that he willipsever be able to win a race over three-quarters of a mile of ground. Many are already binning Mr. Merry for not scratching in him had he reversely handled had he struck the lorse out of the race.

THE OWNER AND JOCKEY OF PRETENDER.

The most important features of t

OUBA.

The Recent Revolution in Havana-Volun-teers Demand the Head of Pelacz and Abdication of Dulce—The Regulars on Guard— The People Quiet—Fight in Villa Clara— Landing of Arms—Arrival of Political Pris-oners—Official Report of Landing at Bay of Nipe. HAVANA, June 2, 1869.

The past has been a night of excitement, such as has been scarce surpassed since the outbreak of the insurrection. The volunteers, disappointed in the off-repeated assurances given them that "the tris imminent, the insurrection is controlled, is conquered," and each day more suspicious of the authorities, have broken out in open, threatening, riotous demonstrations, which like to have resulted in the death of the Captain General, followed by Heaven only knows what. While the feeling has been a long time culminating its immediate occa-sion was the recall and arrival here of General Pelaez, who, as is known to the readers of the Herald, has been in command of troops operating in the jurisdictions of Cienfuegos, Villa Clara and vicinity. He is of the new regime, having come out with Dulce, and is his firm sup porter. While he has accomplished nothing in the field it cannot be said that his failure has been more marked than that of others. It is claimed, however, that his antecedents are bad; that while in command in San Domingo he made everything subservient to the accumulation of gold, and further, that, in keeping with such antecedents, he has been recently selling salvo conductas to insurgents. The indigna-tion against him was very bitter in Cienfuegos, and upon his arrival there the volunteers made such threatening demonstrations that he did not land, but proceeded to Batabano, *en route* for this city. Notice was given of his coming, and on his arrival, during the afternoon of Monday, the 31st ult., pre parations had been made to receive him with a mock celebration. He went to the Telegraph Hotel, where soon after an excited crowd gathered with tin horns, pans and other articles wherewith to make a noise, and a demonstration rival ling pandemonium followed. The General, who had been forewarned, soon made his escape from the hotel and, when the crowd, more fierce each moment, made a rush for the hotel he was far away and in safety. The proprietor entreated them not to injure his establishment, assured them that Pelaez was not there and, throwing open his doors, told them that they could look for themselves. Soon realizing that their prey had escaped them, with a howl of disappointment they immediately proceeded to the palace, on the Plaza de Armas, when they made

Remedios and other points on the north coast, we learn that a party of insurgents had appeared in Encrucyada de sagua and that a column of troops had at once gone out after them. The steamer brought here nineteen political prisoners in custody of the guardia civil. Their names are as follows:—Florentine Jimenez, Francisco G. Junco, Jacinto Borroto, Francisco Navarro, Juan N. Cristo, Ricardo Casanova, Juan M. Lopez, Rafael Capote, Leonardo Morejon, Justo Hernaudez, Francisco Casamadrid, Saivador Dominguez, Rafael Sublan, Antonio Ibarra, Eugenio Herrera, José Domingo Gonzalez, Casiano Machado and the muiatto Leonardo Capote. Some of the officials, civil and military, of kemedios came hither by the Almendares, as is said, with the intention of not returning. A passenger by the Moctezuma steamer, recently arrived from Santiago de Cuba, reports that on her way hither she ran into the Bay of Nipe, where she sighted a foreign schooner which had landed warmaterials at a port adjacent. She was making all haste to get away, and when the gunboat which was notified arrived there she had disappeared.

The steamer Pelayo, which arrived on Saturd ay last, brought General Lesca and 130 soldiers, some of whom were wounded at Altagracia during the march of the convoy from Nucvitas to Puerto Principe. She also brought one of the cannon captured from the fillousters at Nipe. It is understood that General Lesca will shortly proceed to Cinco Villasto assume command of all the forces there.

The Captain General has made the following appointments, viz.—Colonel Meras, to be Governor of Cientuegos; Lieutenant Colonel Antonio Palacios, to be Governor of Jigaani.

The Local Council has issued an order, dated May 25, to the effect that for the necessary service of the State all the employés for Puerto Principe who have remained in this capital will at once proceed to their destination, communication with Nucvitas having been re-established. These include members of the Judicial tribunial and attaches of the Treasury. On the Sits arrived t

The following is the official account published in the Gazette of the landing at the Bay of Nipe:—

Ry official accounts from the Commandant idental of Santiago of Units, with reference to report from the Military and the Santiago of Units, with reference to report from the Military of Santiago of Units, with reference to report from the Military of Santiago of Units, with reference to report from the Military of Santiago of Units, with reference to report from the Military of Santiago of Units, with reference to report from the Military of Santiago of Units, with reference to the Santiago of Santia

Holguin road, they surprised a /urgon (or gun carriage), which was conveying war materials, escorted by a large number of insurgants. These offered some resistance and made two discharges on the troops; but at the should of "Viva Espana!" made by our solders at the very commencement of the attack, the enemy fied in a cowardly manner, abandoning his arms, munitions and other materials, and leaving several carriages of artillery on the road, hesides many war utensits and provisions. The column continued its march till it arrived at the central building on the reminsula, from which some of the rebels that had remained there for the protection of the reas of a convoy fed. The position being taken, several reconnotirings were practice, from one o'clock onwards, until it became necessary to reco. from one o'clock on one

CARLOS NAVARRO,
Brigadier, Chief of Biar.
List of the principal war materials captured or destroyed by the column of operations in the peninsula of Ramon, in the Bay of Nipe;—

of Ramon, in the Bay of Nipe:—

CAPTURED.

Three Armstrong cannon of twelve centimetres; two gun carriages for ditto; one ambulance; one artillery car of munitions; 157 grenades of eighteen centimetres; eight grenades of twelve centimetres; four canisters of shot; eighteen boxes quick matches; three levelling screws; eighteen biston guns; three cannon sponges of twelve centimetres; one cannon sponges of twelve centimetres; one cannon sponge of eight centimetres; one worm for drawing wads; ten bayonets; one box cartridges for Spencers; three signal lankerns.

DESTROYED.

One portable printing press, with lithographic stone; one campaign forge; four munition cars; two ambulance cars; one field gun carriage; thirty rines, in bad condition; 50,000 cartridges for spencer guns; 10,000 cartridges for spencer guns; 10,000 riction quick matches; 400 fines; 800 grenades; thirty cwt. sait; twenty barrels biscuit bread; ten barrels potaces; eighteen horses, of no use; sundry mountings, guns, rifies, carbines, apparel correspondence and other papers, &c.

AID FOR THE CUBANS.

Detention of the Steamship Tybee. The steamer Tybee, which has been loading with coal, &c., at pier No. 4 North river, has been lately the object of special attention on the part of the numerous sbirri connected with the Spanish Consulate in this port. Rumors have been freely circulated as to her being intended to carry from 100 to 500 men and a large quantity of arms and ammuni-tion to aid the Cubans, and yesterday morning, when the captain went to clear at the Custom House, he was quietly informed that the Spanish Consul had entered a protest against the vessel leaving, asserting that she was loaded with arms and ammunition for the Cuban rebels. The HERALD, which was, perhaps, better informed than any one on the subject, sent a reporter down to collect the facts, and it appears that the Tybee, which is a crack little steamer of some 800 tons burden, with powerful machinery, was about half loaded with coal and could accommodate at the utmost 100 persons, including the crew; that the provisions on board would , perhaps, last to St. Domingo if the ten passengers and thirty

crew; that the provisions on board would, perhaps, last to St. Domingo if the ten passengers and thirty seamen and officers were not too hungry en route, and that although there were several cases of arms on board they would not suffice to equip a fair company, and the fact of their being there was by no means suspicious, as a trade has lately sprung up south for these useful artifies, every vessel clearing for southern ports carrying from five to 100 cases of muskets or pistols. As to their ultimate destination, that must be left to the monchards infesting the ports the vessels arrive at. For New York they are as merchantable articles as tea coffee, Bibles or rum, and still more so than missionaries.

The vessel was all ready to leave and was flying the bominican flag at the forc, with the national one at the peak, when the order to delay her voyage came, and her capitaln, who was a little "filled" at the proceeding, told off part of the crew to get up an old rusty gun on deck and mount it, to still further puzzle the wiseacres. When questioned as to his cargo he said, "I sin't got no cargo; there are arms aboard; every vessel leaving this port carries arms, and foon't see why any vessel hasn't the right to carry them and dispose of them at any port considered a neutral one." In the meantime Mr. Grinnell had ordered a committee to report on the affair, and the members repaired on board shortly after two P. M., and having found everything in accordance with the ship's manifest she was allowed to clear. By the time this lovestigation had dinished it had become too late for the vessel to perfect her clearance papers. She will sail at eleven o'clock this morning. Among the passengers is Mr. B. P. Hunt, of Philadelphia, understood to represent the United States government on a secret mission to St. Domingo.

not have done better (or worse) in the respect or saying the same thing in as many ways as possible, though, at last, Mrs. June managed with grave dignity to enunciate the purpose of the meeting, which, otherwise, might have been suspected of having no purpose at all except talk and tea. In fact, the two (talk and tea) succeeded, the one to the other, with a regularity so even and undagging that, as it were, the logical purpose of the assemblage was quite lost sight of. At last, however—and, or course, that is better than never—Mrs. June stated the logical purpose distinctly; the proposition being found a hospital for the Sorosis (and other women), than which, making an exception of the parties in parenthesis included, nothing could be more proper and necessary.

At this stage of the proceedings some member, under the benignant and tongue-losening influence of tea, suggested that institution should be called the Foundling Hospital, which suggestion was pointedly repudiated by Mrs. June; and cries of "Put her out?" "Put her out?" "Founded from all parts of the house, at which the poor creature was put out so thoroughly as to declare (to her next neighbor) her exceeding preference for free press over free tea and talk.

With this preference the said neighbor, expressing an emphasic colucidence, it was proposed to toast the free press of America. This diversion in favor of the enemy was, however, speedily suppressed, the majority misting that the projected hospital was greatly needed, particularity by the Sorosis, and order and nervous supping of the Bohea were once more resumed.

Mrs. June then announced that the committee on the proposed hospital was prepared to report, expressing a hope that, for the sake of the Sorosis, the institution might be hastened to an early completion, and insimulating that immate enough to fill it might be culled from the ranks of the Sorosis, the institution may be be a fall of the fair disputants.

It was here that the unity member appressed or more bitterly resented. "Imp. of lunat

AN UNUSUAL LAW CASE.—The County Court of Mason will have its next session on the 2d Monday of this month. A very important case will be sefore the court, whether the will of John E. Key shall be admitted to probate. The will entails the estate of the deceased upon his two daughters and the heirs of their bodies, disinheriting the other children. The two daughters have very generously petitioned the court to set aside the will and divide the property equally among the children of the deceased—Mays ville (Ky.) Eagle, June 3.